



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 1, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Mike Clark
Chris Deffebach
Courtney Duke
Adrian Esteban
Elissa Gertler, Chair
Carol Gossett
Nancy Kraushaar
Katherine Kelly
Margaret Middleton
Cora Potter
Satvinder Sandhu
Karen Schilling

AFFILIATION

Clackamas County
Washington State Department of Transportation
Washington Co.
City of Portland
Community Representative
Metro
Community Representative
City of Wilsonville, representing Cities of Clackamas Co.
City of Gresham, representing Cities of Multnomah Co.
City of Beaverton, representing Cities of Washington Co.
Community Representative
Federal Highway Administration
Multnomah Co.

MEMBERS EXCUSED

Steve Entenman
Scott King
Alan Lehto
Dean Lookingbill
Heather McCarey
Dave Nordberg
Rian Windsheimer

AFFILIATION

Community Representative
Port of Portland
TriMet
Southwest Washington Regional Transportation Council
Community Representative
Oregon Department of Environmental Quality
Oregon Department of Transportation

ALTERNATES PRESENT

Phil Healy
Eric Hesse

AFFILIATION

Port of Portland
TriMet

STAFF: Taylor Allen, Andy Cotugno, Mia Hart, Ted Leybold, Lake McTighe, John Mermin, Kelsey Newell, Cassie Salinas, Kim Smith, Patty Unfred.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Gertler stated Metro is recruiting a Director of Planning and Development and asked members to provide feedback.

Ms. Lake McTighe of Metro provided an update on the Regional Active Transportation Plan (ATP) and Regional Transportation Plan (RTP) WorkGroup. The WorkGroup was formed to guide review and further refinement of the ATP and updates in the RTP. Three focus groups will address design guidelines and network concepts, policies and performance targets, and funding and implementation. Ms. McTighe noted that comments from the group thus far have provided constructive and valuable feedback. Ms. McTighe reminded members to update their associated organizations and groups and encouraged feedback.

Mr. John Mermin of Metro provided a summary of the Regional Transportation Functional Plan (RTFP) and compliance deadlines. The RTFP was adopted in 2010 and a window was provided to local jurisdiction to request more time last fall. Mr. Mermin will email a link to apply for an extension and the deadline to apply is November 15.

Mr. Ted Leybold of Metro provided an overview of the Oregon Statewide Transportation Options Plan, a statewide transportation options plans. Mr. Leybold highlighted the timeline and four-step process outlined in the handout provided to members and available in the meeting packet. The plan will work to integrate with the statewide plan and regional programs. Mr. Leybold encouraged members to sign up for project updates and stated any related concerns can be passed on to him to bring to the stakeholder advisory committee.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR SEPTEMBER 27, 2013

MOTION: Ms. Karen Schilling moved, Mr. Eric Hesse seconded, to adopt the Minutes for September 27.

RESULT: With all in favor, the motion passed as amended.

5. PUBLIC ENGAGEMENT GUIDE: RESOLUTION NO. 13-4476

Ms. Patty Unfred of Metro introduced the Public Engagement Guide. Federal requirements under Title VI state the public involvement guide for transportation must be updated every four years. This year, the Public Engagement Guide update uses a broader approach for guidelines and best practices agency-wide. A daylong training on November 18 will provide an overview of requirements for Title VI and environmental justice. The training is for staff at Metro, local jurisdictions, and community partner organizations.

Ms. Cassie Salinas of Metro provided an overview of the Public Comment Report process and results. The 45-day public comment period began August 12th and closed September 30th. 1,466 comments were received. The Public Comment Report outreach approach included newsletters, emails, community events, multicultural and community media outreach, outreach to tribal government, and posts on social media. TPAC and MTAC members were generally in support of the

guide and provided suggestions for improvement, such as additional detail surrounding coordination and outreach to local cities, counties, engagement committees, and broadened regional outreach.

Key themes from public comments include building awareness about Metro in communities, building relationships with community-based organizations, and engaging the public through multiple channels. The Public Engagement Guide was revised based on public comments and feedback from engagement committees. Revisions include additional information in tools and techniques, descriptions of how to reach communities with limited English-language proficiency, methods of engaging youth, descriptions about Metro's diversity action plan, and a description of environmental justice. Resolution No. 13-4476 will be brought to JPACT on November 14 for final recommendation and Council on November 21 for approval.

Member comments included:

- Members asked if neighborhood coalitions were included in public outreach efforts and asked clarifying questions surrounding outreach efforts in East Multnomah County. Ms. Salinas stated neighborhood coalitions were not directly contacted, but council reached out to several. Ms. Unfred stated the Public Engagement Review Committee includes members of the community and local representatives who assisted in community outreach in areas with less public outreach.
- Members expressed the appreciation of the work completed on the Public Engagement Guide and outreach efforts.
- Mr. Phil Healy asked clarifying questions about the deadline for new federal requirements and how this will impact existing projects. Ms. Unfred stated the federal requirements will only be used for new projects.
- Members asked if survey results and comments can be disaggregated by location or demographics. Ms. Unfred stated the results are available sorted by county and sorting by zip code is feasible.
- Members asked clarifying questions related to engagement strategies based on demographics, such as senior citizens. Ms. Unfred stated guiding questions are provided to develop a strategy within distinct communities and demographics, which require different tools and techniques.

MOTION: Ms. Carol Gossett moved, Ms. Chris Deffebach seconded, to approve **Resolution No. 13-4476**, For the Purpose of Updating the Public Engagement Guide, Formerly the Public Involvement Policy for Transportation Planning, to Conform to Federal Public Engagement Requirements and Establish Guidelines For Inclusive Public Engagement.

RESULT: With all in favor, the motion passed.

6. WILLAMETTE FALLS LEGACY PROJECT: COMMUNITY CONVERSATION FORUMS

Ms. Christina Robertson-Gardiner of the City of Oregon City introduced the Willamette Falls Legacy Project. The Willamette Falls Legacy Project is an initiative centered on the redevelopment of the Blue Heron property, a 23-acre historic and traditionally industrial site in Oregon City along the

Willamette River. The redevelopment will be through the support of private investment and formed through the community's vision. Ms. Robertson-Gardiner showed a short informational video about the historic significance of Willamette Falls (https://www.youtube.com/watch?v=J_nDAId0smE).

The Willamette Falls Legacy Project is a public-private partnership between City of Oregon City, Metro, Clackamas County, State of Oregon, and Bankruptcy Trustee, in addition to working with ODOT to rezone from industrial to mixed use. The project vision was developed through fall 2013, concept alternatives are under discussion through the winter, and the Framework Master Plan will be developed early 2014 to provide a framework balancing flexibility and certainty for development.

The Willamette Falls Legacy Project defines four core values. Ms. Robertson-Gardiner provided an overview of each of the four core values and a summary of the site layout and visions for specific areas:

- Historical and cultural interpretation: the site is a historic land of Grand Ronde tribes, paper mill, and historic floodplain. Goal of the project include reconnecting the site with downtown Oregon City and transforming industrial buildings to support economic development.
- Public access: the site is 23 acres total and eight acres are available for redevelopment. The plan will work to improve public access by reconnecting to Main Street, providing access to Willamette Falls, creating riverfront trails, and establishing public space through redeveloped warehouses.
- Healthy habitat: supporting natural environment through habitat restoration. Visions include a green roof, providing access to riverfront trail and Willamette Falls.
- Economic redevelopment: supporting local lighting, outdoor, and technology industries; supporting economic development through mixed use visions for food, education, and the arts.

Ms. Robertson-Gardiner encouraged members to visit the Willamette Falls Legacy Project website at <http://www.rediscoverthefalls.com>. An opt-in survey is available on the website through November 15.

Member comments included:

- Members discussed plans and highlighted concerns related to multimodal transportation and connecting downtown. Members acknowledged the importance of engaging TriMet in transit plans and expressed interest in coordinating with a 99E tunnel for Oregon passenger rail plans. Ms. Robertson-Gardiner commented she is applying for Multimodal and Mixed-Use Area designation and addressed improving bicycle and pedestrian access in coordination with 99E. Separately, Ms. Robertson-Gardiner acknowledged the complexities related to redeveloping 23 acres of industrial land adjacent to good rail and highway access.
- Members asked about engaging Native American tribes in the vision and planning process. Ms. Robertson-Gardiner stated the project has engaged several tribes that have historic ties to Willamette Falls and highlighted working with the Grand Ronde Council specifically to develop a project vision.
- Members inquired about the specific purpose of the Willamette Falls Legacy Project presentation to TPAC member. Ms. Robertson-Gardiner stated the presentation is

informational and the purpose is to build awareness surrounding the project and vision, stay well informed, and have a visceral understanding for future investment decisions.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT – FIRST LOOK AT RESULTS

Ms. Kim Ellis of Metro provided an overview of the Climate Smart Communities Scenarios Project and early results from the Phase 2 evaluation Metro is working with local, county, state, business, and community leaders to research how land use and transportation policies and investments can be leveraged to help reduce greenhouse gas emissions and support healthy communities. Phase 3, November 2013 to May 2014, will shape the draft preferred scenario through examining Phase 2 results and facilitating a Community Choices discussion. Council will be asked to select a preferred approach in December 2014 for the Land Conservation and Development Commission to review early 2015.

Ms. Ellis provided a summary of the three scenarios and key assumptions to achieve local and regional plans through 2035:

- Scenario A shows results of implementing adopted local and regional plans to the extent possible with existing revenue;
- Scenario B shows the results of successfully implementing adopted local land use and transportation plans and the current RTP, which relies on increased revenue;
- Scenario C shows the results of pursuing new policies and revenue sources, additional investment, and realizes the Southwest Corridor vision.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. Results show Scenario B and Scenario C both exceed the greenhouse gas target of 20 percent reduction by 2035. Ms. Ellis highlighted results of the evaluation:

- Land use planning and investment reduces vehicle miles traveled (VMT) per capita, and helps address traffic congestion that is expected to increase due to population and job growth;
- Investment helps maintain air quality due to fewer gas air pollutant emissions from reduced VMT;
- Investment provides better access to transit in peak and off-peak hours with increased investment. Most new households located in areas near schools, shopping and services, however, nearly one-third of new households locate in areas that are not close to these community destinations;
- Location of housing development responds to incentives and access and new jobs responds to traffic congestion and access.

Ms. Ellis summarized early takeaways. Past planning and investments to implement the 2040 Growth Concept vision make greenhouse gas reduction target attainable. More work is needed to realize local and regional visions, which are essential to meet the reduction target along with supporting regional transit growth.

Member comments included:

- Members asked clarifying questions about the parking assumptions in Scenario B and Scenario C. Ms. Ellis stated the GreenSTEP model treats parking management the same by using pricing as a proxy to represent a range of parking strategies that may be implemented in a community – from establishing the minimum or maximum amount of parking to be provided to pricing parking on a daily or hourly basis. She indicated additional research is necessary.
- Members suggested improvements to the Investing in Great Communities brochure, including the graphic detailing percent reduction of greenhouse gas emissions and language adjustments in the “challenges” section. Members suggested revisions to the brochure to more clearly show the “preferred” approach could exceed the 20 percent reduction target and that it would be developed in 2014.
- Members discussed defining the preferred approach and emphasized the importance of focusing on the benefits of each scenario, in addition to cost. The preferred approach should consider additional benefits and criteria beyond the 20 percent reduction target.
- Mr. Eric Hesse explained the timeline related to TriMet’s Service Enhancement Plans and how the SEPs were incorporated in the scenarios recognizing that the planning work is not yet completed.
- Members discussed key takeaways from the Phase 3 evaluation related to the Southwest Corridor land use vision, including increase in access to services.
- Members asked several questions related to new funding sources and the associated behavioral effects associated with a carbon tax and mileage-based road user fee. Ms. Ellis confirmed there is a behavioral effect that results in fewer greenhouse gas emissions per capita and discussed options to demonstrate the behavioral effect through sensitivity testing.
- Members discussed existing transit and land use assumptions in the scenarios and inquired about a strategic analysis of transit connections outside the urban growth boundary. Ms. Ellis stated that access to transit use was only examined inside the urban growth boundary because the scenarios did not include service to the urban reserve areas assumed to be developed by 2035.
- Members expressed concern surrounding equitable investment spread across the region, specifically related to investing in areas with people of color or low income. Ms. Ellis stated staff is developing a map detailing areas with no access, partial access, and good access for low-income households in the scenarios.
- Members suggested Ms. Ellis emphasize there is not a one-size-fits-all approach for further discussions and committee presentations.

8. OREGON PASSENGER RAIL STUDY

Mr. David Knowles of CH2MHill provided an overview and update on the Oregon Passenger Rail, a tier one study for improving existing passenger rail service in the Willamette Valley. The project will select a reasonable option to improve intercity passenger rail service between Eugene-Springfield and Portland-Vancouver, WA. Mr. Knowles clarified that the study is funded by the High Speed Rail Program, however the study itself is not the best vehicle to promote high-speed rail from Eugene to Portland. Corridor concepts were developed from a broad range of ideas for rail route alignments based on public input and evaluated to develop preliminary alternatives. Evaluation criteria consisted of seven goals: improving mobility and access; protection of freight rail and

safety; cost-effectiveness; affordability and equity; compatibility with the State of Washington; supporting quality of life; the environment.

Mr. Knowles provided an overview of the evaluation for Section A, Section B, and Section C, which included a summary of alternatives evaluation, evaluation results, and performance and cost comparison. Section A runs from Eugene-Springfield to north of Albany, Section B runs north of Albany to north of Wilsonville, and Section C runs north of Wilsonville to Vancouver, WA. Mr. Knowles highlighted mobility and cost effectiveness of each alternative scenario and summarized the concept screenings. A tunnel in Southwest Portland was evaluated to create infrastructure to support high speed rail, but additional evaluation is required for cost effectiveness. Cascadia High-Speed Rail was evaluated and found to be incompatible with vehicle technology across all three sections. Mr. Andy Cotugno of Metro clarified that the current stage in the project involves evaluating and narrowing which corridor decision will have an environmental impact statement and advance.

Mr. Scott Richman of David Evan Associates highlighted themes from community advisory groups' comments including: the importance of regional connectivity and enhanced multimodal connections; interest in red alternative; support for both higher speed rail on new alignment and incremental improvements; desire for publically owned tracks and concern about relationships with UP; concern surrounding dividing properties and restricting access to rural and farm lands.

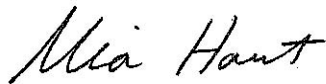
Member comments included:

- Members asked clarifying questions related to the Southwest Portland tunnel for high-speed rail. Mr. Knowles clarified that the tunnel is a concept plan and noted considerations of coordinating the tunnel with the Southwest Corridor Plan.
- Members asked if there is a corridor for each segment and stated concern surrounding a freight-based tunnel. Mr. Knowles stated the decision could be a mixture of rail alignments.

9. **ADJOURN**

Chair Gertler adjourned the meeting at 12:03 p.m.

Respectfully Submitted,



Mia Hart
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	11/1/13	Revised 110113 TPAC Agenda	100113t-01
2	Handout	11/1/13	Regional Transportation Functional Plan Compliance Deadlines	100113t-02
2	Handout	Aug 2013	Oregon Transportation Options Plan	100113t-03
5	PPT	N/A	Public Engagement Guide	100113t-04
6	Handout	N/A	Willamette Falls Legacy Project Comment Form	100113t-05
6	PPT	N/A	Willamette Falls Legacy Project	100113t-06
7	Memo	10/29/13	Climate Smart Communities Scenarios Project: First Look at Results and Next Steps	100113t-07
7	PPT	10/29/13	Climate Smart Communities Scenarios Project: First Look at Results and Next Steps	100113t-08
8	PPT	11/1/13	Oregon Passenger Rail	100113t-09